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JEFFREY B. MULLAN, SECRETARY & CEO
CHRISTOPHER WILLENBORG, ADMINISTRATOR



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On the Approach



Administrator's Message



Christopher Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator.

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Greetings from the MassDOT Aeronautics Division!

The construction season is underway across the Commonwealth at the 37 public-use general aviation airports. This is a very busy and important time of year for the Aeronautics Division as we strive to enhance the safety of our airports and preserve our airport infrastructure. Earlier this week, I visited North Adams Airport where the full depth runway reconstruction project is underway. I also had the opportunity to visit Northampton Airport (Northampton Aerodrome, Inc.) where the apron construction project was recently completed and it looks fantastic (photo on page 12)! During the last week of June/first week of July, we will begin the much needed crack sealing and airfield markings project at eleven privately-owned public-use airports in the Commonwealth.

Every day, the eight aviation professionals of the Aeronautics Division provide the necessary aviation

expertise for the successful completion of these projects. However, this effort would not be feasible without the strong support and leadership of the New England Region Federal Aviation Administration and our airport sponsors. Thank you!

On Tuesday May 25th, I had the opportunity to visit and tour Boston MedFlight's facilities at Hanscom Field in Bedford, MA. Dr. Suzanne Wedel, Chief Executive Officer of Boston MedFlight, and her staff enthusiastically highlighted the various aspects of their operation and facilities.

Boston MedFlight is a non-profit organization that provides ambulatory support to Boston area hospitals. Since 1985, approximately 40,000 patients have been transported

by Boston MedFlight.

What makes Boston MedFlight's operation unique in the air ambulance industry is the consortium of Boston area hospitals that financially support Boston MedFlight's services. As a result, hospitals and air ambulance operators are not competing for patients. Thus, patients can be transported to the most appropriate hospital in the Commonwealth to receive the critical medical care they need.

During the tour I learned that Boston MedFlight has an impeccable flying safety record. A record that is the result of the strict training requirements and sound internal operating procedures in place. For example, when the operations center at Boston MedFlight receives a request for emergency transport, the

medical condition of the patient is not shared with the crew of the aircraft during the initial call. The crew makes their decision to fly based on a number of operational factors including weather and availability of a land-



Boston MedFlight's Sikorsky (S-76) helicopter. Boston MedFlight is an accredited critical care transport service by the Commission on Accreditation of Medical Transport Systems (CAMTS).

The Aeronautics Division's mission is to promote aviation throughout the Commonwealth while establishing an efficient integrated airport system that will enhance airport safety, economic development, and environmental stewardship.

ing area. They look at the safety aspect of the operation first. Once it is determined that the emergency transport can be completed safely, the crew is then informed of the medical condition of the patient.

This year, Boston MedFlight is celebrating their 25th anniversary of excellence in critical care transport. Listed below is a historic timeline of Boston MedFlight.

- 1980 American College of Surgeons recommends development of a helicopter transport system to serve the designated trauma centers in Massachusetts.
- 1981 The Massachusetts Department of Public Health (DPH) recommends development of a cooperative helicopter system among all of the teaching institutions in Boston.
- 1984 Boston MedFlight (BMF) is created. A Hospital Consortium is formed to develop a rotor wing transport service.
- 1985 Keystone Helicopter Corporation is chosen as BMF's rotor wing vendor and BK-117 is chosen as the initial helicopter. June 26th, BMF transports its first patient, a 14 year old boy injured in an explosion.
- 1987 BMF pilots awarded the New England Helicopter Pilots Safety Award and transports its 1,000th patient.
- 1989 BMF transports its 2,500th patient.
- 1991 Instrument Flight Rule (IFR) capability is added to enhance aviation safety.
- 1992 Second aircraft is added (stationed at Plymouth airport) to improve service to southeastern MA.
- 1993 BMF transports its 5,000th patient.
- 1995 A Dauphin helicopter is purchased to replace one BK 117 to improve specialty mission capabilities. Boston MedFlight moves its north aircraft from South Boston to Hanscom to better serve northern New England communities.
- 1998 BMF develops a partnership with Armstrong Ambulance to provide critical care ground transport service.
- 1999 BMF develops a partnership with Eastern Air Charter to provide a fixed wing service, using a turbo prop twin engine Piper Cheyenne IIXL.
- 2000 BMF brings billing services in house.
- 2002 BMF expands availability by increasing to 24 hours of operation.
Fixed wing service transitions to a Citation II jet to improve long range mission capability.
New BK-117 C1 model replaces A model BK-117 in Plymouth. 20,000th patient transport completed.
- 2003 BMF obtains independent licensure for Ground Critical Care Transport (GCCT) and employs dedicated EMT Drivers. Based upon increased demand, a BK-117 C1 model is added as a third aircraft.
- 2004 BMF adds a second Ground Critical Care Transport vehicle to be stationed in Plymouth to work in conjunction with the BK-117.
- 2005 BMF celebrates 20 years of service. 27,800 patients transported.
- 2006 Night Vision Goggle (NVG) capability installed in all helicopters.
- 2007 BMF signs contract with Sikorsky for S76 Helicopter.
- 2008 A state of the art medical simulation center begins training Boston MedFlight crew at the Bedford base.
- 2009 BMF adds the Sikorsky S76 C++ to their fleet and transports their 40,000th patient.
- 2010 Above & Beyond - Boston MedFlight celebrates 25 years of excellence in critical care transport and safety.

On behalf of the MassDOT Aeronautics Division, I would like to congratulate Boston MedFlight on their 25th Anniversary and continued success in providing critical care transport to those in need in the Commonwealth. ■

Just Plane Folks - Featuring Lealdon Langley

By: Lealdon Langley (MassDEP) & Katie R. Servis (MassDOT Aeronautics Division)

Over the past year, the MassDOT Aeronautics Division (Chris Willenborg, Administrator; Denise Garcia, Manager of Aviation Planning; and me, Katie Servis, Airport Environmental Analyst) have been meeting with Lealdon Langley, Director of the Massachusetts Department of Environmental Protection's (MassDEP) Wetlands and Waterways Program, regarding permitting for various airport development projects. During that time, the Aeronautics Division has had the pleasure of getting to know Lealdon and has learned about his background in environmental science and his passion for protecting the environment within the Commonwealth as the state moves forward on a number of airport related projects. Now it is your turn to find out more about Lealdon. We asked Lealdon a series of questions and this is what he had to say...

Q: How did you get involved in environmental affairs?

A: I had an interest in marine biology when I was growing up and may have been the only person in Arkansas who received the Woods Hole Oceanographic Institute's publication, *Oceanus*. But the defining moment was when I was a senior at Hendrix College (located in Conway, Arkansas) in the Biology Program. While conducting plant surveys with my professor in a beautiful area called Crowley's Ridge near the Tennessee border (quite a majestic area known for its cathedral old growth forest of beech, honey locust and tulip trees) he commented that he would soon be testifying in court on the effects all terrain vehicles have on the Crowley's Ridge area. That was it, THE defining moment. It dawned on me, clear as the sun streaming through those giant trees, that to be a scientist who was effective at influencing public policy, I needed to speak the language of the policy makers! So, in 1984 I enrolled in the Masters Program at the Center of Energy and Environmental Studies at Boston University to study environmental science and public policy. While there, I interned at MassDEP (then the Department of Environmental Quality Engineering) and was lucky to be offered a position at MassDEP where I began my career.

Q: Where and what positions have you held?

A: I briefly held the position of Conservation Agent for the City of Methuen after my MassDEP internship. However, since then I have been at MassDEP and held positions as the Coastal Enforcement Agent for the Wetlands and Waterways Program in the Southeast Regional Office (SERO) and an Environmental Analyst with the SERO Wetlands Program. In 1994 (approximately three weeks before my son was born), I became Manager of the Water Management Program. This Program addresses the impacts of large scale water withdrawals on the environment and on other water users. Then in the late 1990's, I became Director of MassDEP's Waste Water Programs. This position supervised Title 5, Ground Water Discharges, and Surface Water Discharges under the National Pollutant Discharge Elimination System



Lealdon Langley, Director of the Massachusetts Department of Environmental Protection's (MassDEP) Wetlands and Waterways Program, stands in front of a photo of Hanscom Field at his office in Boston. Hanscom is one of the many airports within the Commonwealth where MassDEP has issued permits or is currently reviewing various proposed improvement projects that may have an effect on wetlands and waterways within Massachusetts.

(NPDES), and Residuals. About seven years ago I returned to the Wetlands Program as its Director.

Q: What do you currently do for MassDEP (your current position and responsibilities)?

A: As Director of MassDEP's Wetlands and Waterways Program I supervise the administration and enforcement of the following four programs:

1. Wetlands Program to administer the Wetlands Protection Act;
2. Water Quality Certification Program to implement Section 401 of the Federal Clean Water Act, which addresses dredging and filling within Waters of the United States within the Commonwealth;
3. Chapter 91, the Public Waterfront Act, which preserves the public's rights of fishing, fowling, navigation, and access to waters of the Commonwealth; and
4. Wetlands Conservancy Program, which is responsible for mapping wetlands and eelgrass and aerial photo reconnaissance to detect illegal filling of wetlands.

In this position, I am lucky to work with a group of incredibly talented people who are smart, dedicated, and to whom I am totally indebted. The management above me and the staff are really supportive and they make my job easier.

MassDEP is responsible for protecting the environment, but must work closely with developers to ensure that projects

(including many public infrastructure projects) can proceed in an environmentally sensitive manner. Therefore, we develop policy and regulations and participate in the planning process for small and large scale projects such as under-sea liquefied natural gas pipelines, wind turbines, rail projects and roadway construction and improvement projects. In recent years our staff has been very busy permitting airport improvement projects.

Q: Could you tell us about your recent involvement with airport projects within the Commonwealth?

A: Twenty years ago I was assigned a case in Provincetown where the goal was to replace the culvert that was installed in Hatches Harbor Dike to restore tidal flow into a large expanse of wetland located east of Provincetown Municipal Airport. This wetland was diked off and converting to a wetland highly infested by the nuisance invasive plant, Phragmites. The Phragmites were taking over the wetland and growing around the airport's approach light system obscuring the lights and affecting airport navigational aids such as the glide slope antenna. It was during this project that I learned that the glide slope is a navigational aid that provides vertical guidance or glide path to aircraft approaching a runway and why it's a bad thing if the instrumentation is obscured or if an airplane receives false readings from this instrumentation due to the wetland's reflected water surfaces. MassDEP's charge during this project was to maximize the extent of tidal flow (to reduce the Phragmite population) while at the same time trying to protect the airport's navigation systems. It was an optimization problem in which we had to maximize environmental benefits while minimizing aviation risk.

MassDEP began to work more closely with airport managers and aviation regulators to develop a "limited project" for vegetation management at airports to speed up the Wetland Protection Act approvals for these safety related improvement projects while at the same time minimizing the impacts of vegetation removal on wetlands and waterways. MassDEP also jointly prepared and reviewed a guidance document entitled *Vegetation Management at Airports – A Guidance Document to Conservation Commissions* with the Massachusetts Department of Transportation, Aeronautics Division (then the Massachusetts Aeronautics Commission), the Massachusetts Port Authority (Massport), and the Federal Aviation Administration (FAA).

Since the Provincetown project, MassDEP has become more involved in airport projects and has issued permits or is currently reviewing various improvement projects at Hanscom, North Adams, New Bedford, Marshfield, Logan and Pittsfield Airports and soon will be reviewing projects at Fitchburg, Lawrence, Plymouth, and Taunton Airports.

Q: What do you hope for in your future involvement with airports in the Commonwealth?

A: The most important way to minimize environmental impact from airport projects is to conduct a thorough alternatives analysis and to adopt designs that minimize the amount of filling and alteration of wetlands and waters, riverfront areas, and floodplains; and that fully comply with stormwater standards. This can be done by reducing impacts from traditional runway, taxiway and runway safety area (RSA) layouts; but also by using alternative technologies that safely shorten RSAs consistent with FAA guidelines. The airport improvement planning process is lengthy, complicated and costly. The better we understand what airports need, what MassDOT Aeronautics Division and FAA require, and what the environmental issues are, the better we can all work more efficiently to develop designs in a timely and cost-effective manner. I also hope that airport managers, airport staff and their consultants will make efforts to identify environmental resources early in the process, to meet with MassDEP staff early in the planning stages, and to develop the information needed to meet regulatory performance standards, including mitigation for impacts. We don't want these things to be a surprise late in the process. Understanding the limitations early will avoid false expectations.

Q: What are your thoughts on your partnership with MassDOT Aeronautics Division?

A: MassDOT's Aeronautics Division has actively worked toward building a strong partnership with MassDEP by participating often in meetings and project reviews and by their efforts to listen and learn. They have helped those of us at MassDEP to understand aeronautics issues so that we can ensure that projects are not only designed in an environmentally sensitive manner but that they meet the safety requirements of aviation. MassDEP and MassDOT's Aeronautics Division work hard to reach agreement, but even when we have competing interests, it's a very respectful working relationship that has improved the way we do business. Airports in Massachusetts are well-represented by MassDOT's Aeronautics Division. ■

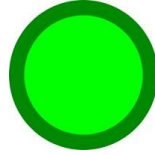
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Airport Sustainability

What are our airports doing to be sustainable?

By: Katie R. Servis (MassDOT Aeronautics Division)



The Aeronautics Division is not the only division within MassDOT striving towards sustainability. See News & Updates on the MassDOT website (www.mass.gov/massdot/) for more information on GreenDOT, MassDOT's Sustainability Initiative!

What is airport sustainability? There are many ways to define airport sustainability; however, the Airport Cooperative Research Program (ACRP) Synthesis Report S02-02, *Airport Sustainability Practices*, defines airport sustainability as “a broad term that encompasses a wide variety of practices applicable to the management of airports.” The report

refers to practices that ensure: protection of the environment, including conservation of natural resources; social progress that recognizes the needs of all stakeholders; and maintenance of high and stable levels of economic growth and employment.

A recent survey conducted by the MassDOT Aeronautics Division indicates that sustainability practices are widely implemented at our airports; demonstrating that they recognize the need to balance environmental, economic, and social concerns while safely operating their facilities. Survey responses (of the 37 public use airports surveyed, 23 responses were received, representing a 61 percent response rate) indicate that many of our airports have implemented practices at their facilities that conserve energy, minimize greenhouse gas emissions, reduce waste, and procure green materials and green building techniques. Although those practices vary from facility to facility, each airport has found their own way to protect: 1) the natural environment; 2) the quality of life for their employees and neighbors; and 3) the economic development of their airport. No matter the size of the facility, each airport is making their own strides towards sustainability. Whether that practice involves the use of electric vehicles for airfield maintenance at 17 of our 37 public use airports; a recycling program at Turners Falls Airport that recycles aluminum, glass, plastics, paper, newspapers, magazines, and corrugated cardboard; or the installation of geothermal wells to heat the new terminal building at Nantucket Memorial Airport, our airports are doing it! **THEY ARE GOING GREEN!!!** The table below summarizes the sustainability practices currently in place at our airports as identified by the survey respondents. ■

Airport Identifier	Energy Efficiency	Energy Efficiency Using Renewable Energy Sources	Minimize Greenhouse Gas Emissions Using Low Emissions Vehicles	Recycling Program	Procure Green Materials/Green Building
0B5 (Turners Falls)	✓			✓	
1B9 (Mansfield)	✓		✓	✓	
2B2 (Plum Island)			✓		
3B3 (Sterling)			✓	✓	
60M (Spencer)	✓	✓	✓	✓	
6B6 (Minute Man/Stow)	✓	✓	✓	✓	
7B2 (Northampton)	✓	✓			
9B1 (Marlboro)	✓	✓	✓	✓	
ACK (Nantucket)	✓	✓	✓	✓	✓
BAF (Westfield-Barnes)	✓		✓	✓	
CEF (Westover)	✓		✓	✓	✓
CQX (Chatham)				✓	
EWB (New Bedford)	✓	✓	✓	✓	✓
FIT (Fitchburg)	✓	✓			
GHG (Marshfield)	✓		✓	✓	✓
HYA (Barnstable/Hyannis)	✓	✓	✓		✓
LWM (Lawrence)			✓	✓	✓
ORE (Orange)	✓			✓	
ORH (Worcester)	✓	✓		✓	✓
OWD (Norwood)	✓	✓	✓	✓	✓
PSF (Pittsfield)	✓		✓	✓	
PVC (Provincetown)	✓		✓	✓	✓
PYM (Plymouth)	✓		✓	✓	

Got Floor Drains?

What are the regulatory requirements for closing and/or maintaining shallow waste disposal systems?

By: Katie R. Servis (MassDOT Aeronautics Division) & Joe Cerutti (MassDEP)

Some airport buildings such as aircraft hangars and airfield maintenance facilities were originally constructed with shallow waste disposal systems. These systems consist of floor drains that connect to underground injection wells (typically septic tanks, drainfields, cesspools, leaching catch basins, and dry wells) that are used to dispose of waste associated with repair and/or maintenance activities. The United States Environmental Protection Agency (EPA) and Massachusetts Department of Environmental Protection (MassDEP) refer to these wells as Class V Motor Vehicle Waste Disposal Wells. The definition of Motor Vehicles includes, but is not limited to: automobiles, trucks, trains, boats, motorcycles, farm machineries, *aircraft*, and recreation vehicles. A Motor Vehicle Waste Disposal Well receives fluids from vehicle repair, maintenance, or vehicle washing activities.

In their efforts to protect drinking water resources, the EPA has developed several programs and regulations over the years, including the Underground Injection Control (UIC) Program. The UIC is a federal program that was established under the Safe Drinking Water Act. In the Commonwealth, MassDEP's Drinking Water Program is responsible for managing the UIC Program and is the permitting authority for Massachusetts (310 CMR 27.00). It is their charge to protect the quality of ground and surface water resources by regulating discharges of fluids that have the potential to contaminate those resources. The definition of ground water resources as it applies to the UIC Program in Massachusetts is the entire state.

Motor Vehicle Waste Disposal Wells typically allow for subsurface discharge of fluids within a few feet of ground surface. Due to concerns that such discharges could contaminate ground water being used for drinking water purposes, the EPA banned the installation of new waste disposal systems nationwide in April 2000 and required that existing systems be closed by April 2005 unless a Ground Water Discharge Permit (GDP) from MassDEP was granted for the well's continued use. However, MassDEP has not allowed the installation of Motor Vehicle Waste Disposal Wells since May 1982 and has required the closure of all existing wells of this type (unless a GDP has been obtained).

Assume for purposes of reviewing airport facilities that any floor drains discharge to the ground and require an authorization pursuant to the MassDEP UIC regulations unless it is shown that the drain is directed to a location other than the ground, such as a storm drain or publicly operated sewerage system. If it is found that a floor drain within a hangar or airport maintenance facility discharges to a storm drain rather than to the ground, it is still an illicit discharge pursuant to the EPA National Pollutant Discharge Elimination System (NPDES) Multi-Sector General Permit (MSGP) and must be removed. If the floor drain waste is directed to a sewer, written permission of the publicly operated sewerage system is required and pretreatment requirements may be imposed. If any floor drains in hangars do not have appropriate discharge authorizations they should be closed/plugged, until appropriate authorizations have been obtained, due to their potential to contaminate ground or surface waters. It is best to conduct aircraft maintenance in hangars using "dry shop" techniques.

Recent discussions with staff members of MassDEP's Drinking Water Program identified concerns with airport waste disposal systems. During airport facility inspections, MassDEP found that several airports had not followed the proper protocol for the closure of their Motor Vehicle Waste Disposal Wells or did not obtain a GDP from MassDEP (see the MassDEP's Ground Water Discharge Permit Program regulations, 314 CMR 5.00) for the continued use of such systems. Additionally, discharges to authorized UIC Class V wells (i.e. stormwater discharges) at these facilities in many cases had not filed the proper UIC registration forms (permit application) with the MassDEP UIC Program. Therefore, MassDEP asked the Aeronautics Division for assistance in spreading the word to our airports about the regulatory requirements for closing and/or maintaining such systems.

What is the MassDEP protocol for closing shallow waste disposal systems?

The MassDEP website (www.mass.gov/dep/water/drinking/uic.htm) provides detailed information about the UIC Program and has posted a guidance document pertaining to the closure procedures for shallow waste disposal systems. This 11-page document entitled, *Massachusetts Closure Requirements for Underground Injection Control (UICs) Wells (including shallow injection wells)*, provides the reader with the procedural steps to be performed in every case of a shallow injection well closure (www.mass.gov/dep/water/laws/uicclose.pdf). A summary of the closure procedures are provided in the flowchart on page 7; however, the guidance document referenced above and the applicable laws and regulations associated with the UIC Program should be consulted for more detailed information.

In addition to the steps outlined on page 7, completion of the forms referenced below is also necessary.

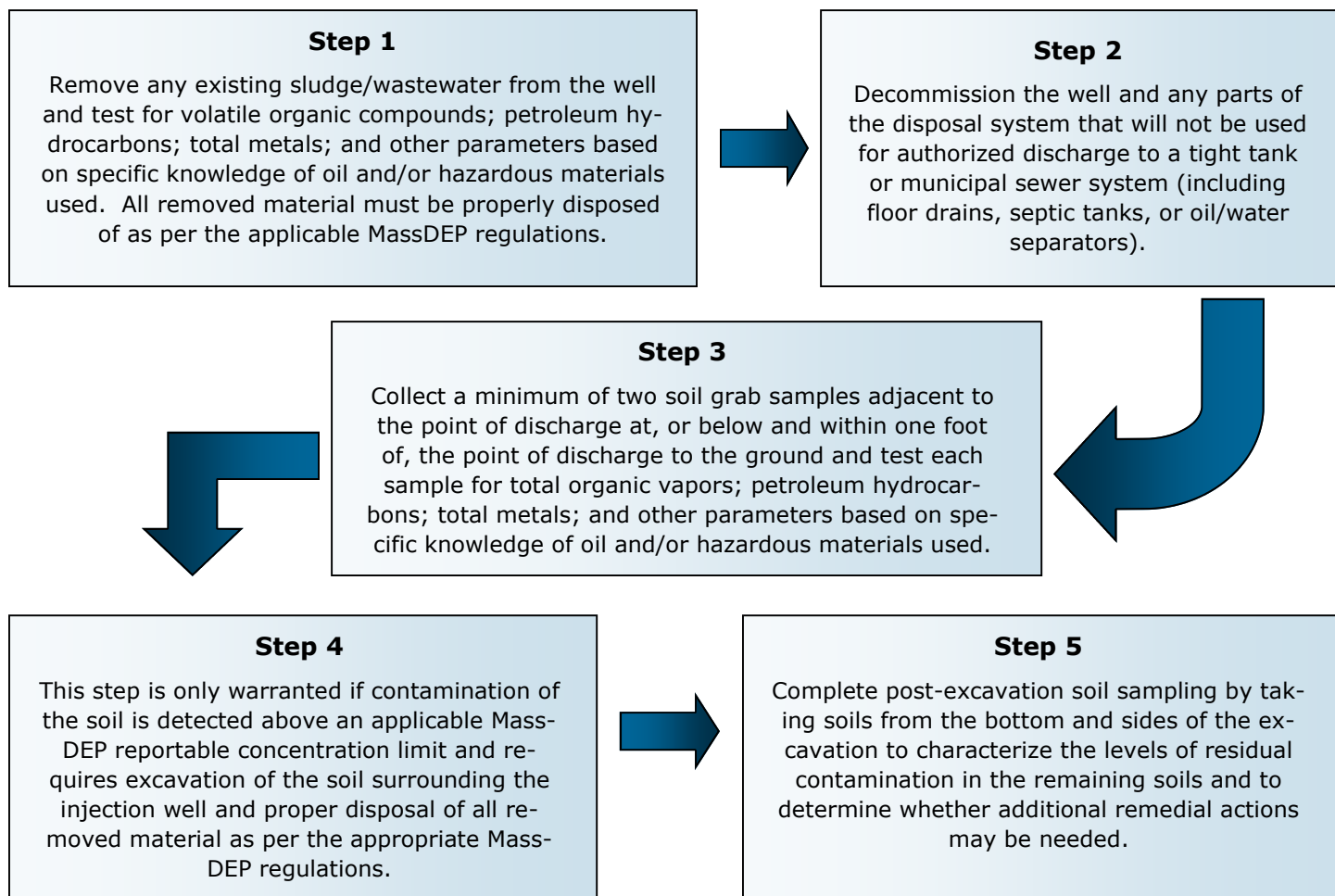
- **UIC Pre-Closure Form** (www.mass.gov/dep/water/approvals/ws06d.pdf) – this form must be completed and filed with the UIC Program Office in Boston at least 30 days prior to closure. Note that any well that was closed after May of 1982 that did not file a Closure Notification with the UIC Program at MassDEP is required to submit the Pre-Closure Form even if the well is now closed.

- **UIC Post-Closure Form** (www.mass.gov/dep/water/approvals/postclos.pdf) – within seven days following completion of closure of the injection well, a post-closure form must be submitted to MassDEP to document actual closure.
- **UIC Notice of Plumbing Inspector Approval to Seal Floor Drain** (www.mass.gov/dep/water/approvals/ws1.pdf) – this form must be submitted if closure includes sealing any floor drain(s) and requires a local plumbing inspector to signoff on the form and must be attached to the **UIC Post-Closure Form**. The local plumbing inspector should be notified in advance of the closure activities and should be allowed to witness the closure of the floor drain.
- **UIC Registration of Authorized Waste Disposal Wells and Conversions of Unauthorized Wells** – Motor Vehicle Waste Disposal Wells frequently also receive authorized discharges (such as stormwater from roofs and paved areas, non-contact cooling water, and/or discharges from other parts of the building (i.e. floor drains)) where no motor vehicle activities took place. These wells may continue to operate provided that the owner files UIC Closure documents for the motor vehicle related activity; any contamination from the motor vehicle activity is mitigated; and the ongoing use of the UIC well is registered with MassDEP. MassDEP UIC Program may authorize the conversion or reclassification of a Motor Vehicle Waste Disposal Well to another type of Class V well. However, Motor Vehicle Waste Disposal Wells may only be converted to receive other fluids (e.g., snow melt and exterior vehicle rinse water) if:
 - All vehicle-related fluids are segregated by a physical barrier and are not allowed to enter the well; and
 - The facility's compliance history and records of proper waste disposal make it unlikely that motor vehicle waste will enter the well.

NOTE: The use of a semi-permanent plug as the means to segregate waste is not sufficient to convert a Motor Vehicle Waste Disposal Well to another type of Class V well.

EPA and MassDEP believe that in order to meet the above requirements for well conversion, owners and operators of these other types of Class V injection wells in motor vehicle service facilities should implement Best Management Practices (BMP).

If you have questions or need additional information about this program, please contact MassDEP at 617-348-4014 or <http://www.mass.gov/dep/water/drinking/uic.htm>. ■



The 2010 International Aviation Art Contest

By: Katie R. Servis (MassDOT Aeronautics Division)

Each year, the National Aeronautic Association (NAA) and the National Association of State Aviation Officials (NASAO) in cooperation with the Fédération Aéronautique Internationale (FAI) host an International Aviation Art Contest for students ages 6 through 17. To be eligible for the national judging, students must participate in state-wide art contests and place either first, second or third in three age groupings (Category I, ages 6 to 9; Category II, ages 10 to 13; and Category III, ages 14 to 17).

The theme for the 2010 International Aviation Art Contest was "Flying with the Sun" and was designed to motivate and encourage children to study aeronautics, engineering and science. More than 5,000 students submitted their artwork in the state contests and NASAO received 180 drawing and painting entries from 20 states to be considered in the national judging. NASAO chose a Massachusetts student from Plymouth South High School, Bridget Flaherty, as this year's second place national winner in Category III (Ms. Flaherty was chosen as the first place winner in Category III by the state, which made her eligible for national judging). On Tuesday June 1, 2010 Chris Willenborg, Massachusetts Department of Transportation (MassDOT) Aeronautics Division Administrator, and Denise Garcia, MassDOT



Bridget Flaherty's award winning painting capturing the theme of the art contest, "Flying with the Sun"!

Aeronautics Division Manager of Aviation Planning, visited Plymouth South High School to present Ms. Flaherty with her award. ■



Chris Willenborg presents Ms. Bridget Flaherty with her award.

National Art Contest Winners	Category I (Ages 6 - 9)	Category II (Ages 10 - 13)	Category III (Ages 14 - 17)
First Place	Nolan Riggin (New Mexico)	Tammy Chong (California)	Anissia Lucero (New Mexico)
Second Place	Ashley Ho (California)	Rachel Kim (California)	Bridget Flaherty (Massachusetts)
Third Place	Rachel Rhee (California)	Cayley Tapp (Texas)	Ismael Roman (Texas)

MassDOT Secretary & CEO, Jeffrey Mullan, Visits Westfield-Barnes Airport

By: Chris Willenborg (MassDOT Aeronautics Division)

On May 17th, Jeffrey Mullan, the Massachusetts Department of Transportation (MassDOT) Secretary and Chief Executive Officer (CEO), traveled to Western Massachusetts for a tour of Westfield-Barnes Airport. Brian Barnes, Airport Manager, escorted the group of visitors that included Secretary Mullan; Daniel Knapik, Mayor of Westfield; Michael Knapik, State Senator; Donald Humason, State Representative; Eileen Hawkins, Administrative Assistant to the Airport Manager of Westfield-Barnes; and me, Christopher Willenborg, MassDOT Aeronautics Division Administrator, on a tour of General Dynamics Aviation Services, the 104th Massachusetts Air National Guard Fighter Wing, and AirFlyte.

Fran Ahern, General Manager of General Dynamics Aviation Services in Westfield, highlighted the relatively large aircraft maintenance operation at their Westfield facility, which employs 140 individuals. Also, Mr. Ahern discussed the important economic impacts and job creation opportunities resulting from business aviation in the Commonwealth and across the country.

Members of the 104th Massachusetts Air National Guard Fighter Wing informed the group of the Fighter Wing's recent standup of the F-



Jeffrey Mullan, MassDOT Secretary & CEO, and MassDOT Aeronautics Division Administrator, Christopher Willenborg, discuss the job creation opportunities resulting from business aviation in the Commonwealth.

15 Air Sovereignty Alert status and the critical mission of protecting the Northeast from airborne threats. The tour included a walk around an F-15 Fighter Jet.

Gary Potts, owner and president of AirFlyte, showcased the company's recently constructed corporate hangar and aircraft maintenance activities. In addition, Mr. Potts reminded Secretary Mullan about the importance of the current tax exemption for aircraft sales and parts in the Commonwealth.

All-in-all, it was a great day at Westfield-Barnes Airport that gave MassDOT Aeronautics Division a chance to showcase the important role our airports play within the transportation sector of MassDOT and the Commonwealth. Thank you Brian and Eileen for your support during the site visit! ■



During his visit to Western Massachusetts for a tour of Westfield-Barnes Airport, Jeffrey Mullan, MassDOT Secretary & CEO, stands on the apron of General Dynamics Aviation Services in front of a Gulfstream 450 jet, which is scheduled for routine maintenance.

Deal Reached on Transfer of Worcester Regional Airport

By: MassDOT Public Affairs Department

As part of the Patrick-Murray Administrations historic transportation reform efforts to simplify the state's transportation system, the Massachusetts Port Authority (Massport) and the City of Worcester signed an agreement on the transfer of Worcester Regional Airport on June 22, 2010. The transfer is mandated as part of the landmark transportation reform law approved by Governor Deval Patrick and the state legislature in 2009.

Under the agreement, Massport will pay Worcester more than \$15 million which represents the capital and operating costs the city expended at the airport for the last seven years, the unamortized debt service that remains on the airport terminal, and the present value of the future retirement and health care benefits for Airport retirees and active vested airport employees. Massport will assume all on-going operating and capital costs at the airport, budgeted at nearly \$5 million for fiscal year 2011. The complex transaction was approved by the Worcester City Council on June 1, 2010 and has received tentative approval from the Federal Aviation Administration (FAA). The Massport Board approved the transaction on Thursday June 17, 2010.

"This is an important cornerstone in Transportation Reform that will benefit the Worcester region and all of Massachusetts," said Governor Patrick. "Massport knows how to run airports and as the owner operator it will work to bring new service to the airport and the two million residents who live closer to Worcester Regional Airport than any other airport. The city, in turn, can focus on providing more traditional municipal services."

"The Worcester Regional Airport is a critical service that supports the economic and community needs in the central region of the state," said Lieutenant Governor Timothy Murray. "As part of our Administration's transportation reform plan, we look forward to Massport owning and operating the airport, which will lead to additional flights for travelers, more access for corporate use, and increased economic development in the region."

"Worcester Regional Airport is a strategic asset and a potential economic engine for Central Massachusetts," said Thomas J. Kinton Jr., CEO and Executive Director of Massport. "No one is building new airports in the region and runways are valuable assets that must be maintained for the economic health of the region. Massport and the FAA view the airport as an important element in the long term for providing New Englanders access to the national airspace system. By giving passengers multiple choices for getting where they want to go in a timely, hassle-free and cost-effective fashion, New England's regional airport

"The completion of this transfer marks yet another step on the road toward implementation of the Governor's historic transportation reform vision," said MassDOT Secretary & CEO Jeffrey Mullan, who serves as a member of the Massport Board. "I thank Massport, the City of Worcester and the FAA for the cooperative manner in which the transaction was put together and look forward to working with them all as a part of our ongoing efforts to invest strategically in the whole Commonwealth."

system successfully relieves the pressure on Logan and achieves the desired slowdown in its overall growth."

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Since the Governor introduced and the legislature passed transportation reform legislation in 2009, Massport and Worcester have been engaged in negotiations on how to transfer the 1,300 acre airport. The FAA has been closely involved in the discussions. The FAA does not allow proceeds from the transfer of an airport that received federal funding to be retained by the owner of that airport, but federal law does allow Massport to reimburse Worcester for certain capital and operating expenses.

Under the transaction, the city will retain ownership of the 59.3 acre Worcester Airport Industrial Park and all tax revenues from the park will remain with the city. In addition, Worcester will keep a 3.7 acre parcel to expand a neighborhood ballfield.

Under the transfer, Massport will own the airport and be responsible for all its operating and capital costs. Over the last 10 years, Massport has managed the airport for the City of Worcester and paid a portion of the operating costs of the facility, which has two runways, including a 7,000 foot long runway with a precision instrument landing system and a \$16 million terminal building with six gates.

Massport worked to bring Direct Air to Worcester, and the South Carolina-based airline has been flying from the airport to Florida and Myrtle Beach for more than 18 months and has seen a steady increase in passenger loads. Massport will continue to operate the airport for the foreseeable future. In the short-term, any growth at the airport will most likely be corporate general aviation with targeted niche commercial service as exemplified by Direct Air serving leisure markets.

The agreement calls for the creation of an Airport Advisory Committee, which will have nine representatives from Worcester and central Massachusetts. Worcester will appoint four members, Massport will appoint three members and the Town of Leicester will appoint two members.

"I am pleased to see Massport joining with the Worcester Regional Airport. The purchase of this airport along with the plans for CSX and rail lines to expand benefits Worcester and its' surrounding towns, making them primary destinations. Worcester continues to grow, enabling visitors and residents more access to our local communities," said Senator Harriette L. Chandler.

"This is a great day for both the airport and the city. We have seen, in recent years, the potential for commercial flights here at Worcester Regional Airport. The arrangement being concluded today will place the airport in the hands of an organization equipped with the resources to expand service, help the airport become a convenient local resource, and expand travel options for Worcester County residents. Under Massport's stewardship, and with the help of the city, I am hopeful that this airport will reach its full potential," said Sen. Michael O. Moore.

"This is a great day for the city of Worcester and the town of Leicester. It is my hope that with Massport's leadership, Worcester Airport can become the thriving airport that it was years ago," said Representative John J. Binienda.

"The whole notion of Massport becoming the manager of the Worcester Airport will go a long way towards opening up greater economic opportunity here in the City of Worcester. I value Massport's expertise and effective management as great assets to not only to Central Massachusetts but also to the Commonwealth at large. I greatly appreciate all of the work done by the Patrick Administration and the Legislature to make this transition run as smoothly as possible," said Representative James J. O'Day.

"Given the completion of the 146 Interchange Project, the long awaited expansion of commuter rail service for the Central Mass Area, and the sale of the Airport to the Massachusetts Port Authority, the heart of the Commonwealth will be pumping with these 3 transportation projects," said Representative Vincent A. Pedone.

"We are grateful for the leadership of the Patrick/Murray Administration and to Massport for taking on the ownership and management of the Worcester Airport. This deal will save the Worcester Tax payers millions of dollars, provide funding for critically needed city services and will strengthen the operations at the Worcester Municipal Airport," said Mayor Joseph C. O'Brien. ■



The Massachusetts Port Authority (Massport) and the City of Worcester signed an agreement on the transfer of Worcester Regional Airport on June 22, 2010. Massport will assume all on-going operating and capital costs at the airport, budgeted at nearly \$5 million for fiscal year 2011.



Upcoming Events

Date	Location/Time	Event
June 26 & 27	Orange Municipal Airport (8am - 6pm)	34th annual Yankee Engine-uity Show Event includes antique engines, tractors, cars and trucks, steam engines and machinery as well as an auction on Saturday, live steam table, kiddie tractor pull, tractor parade, gas engine raffle, flea market, petting zoo, and food concessions. Event contacts: Grover Ballou Jr. (413.253.9574) or Dave Songer (978.544.5295).
June 26 Rain date (June 27)	Lawrence Municipal Airport (8am - 4pm)	Experimental Aircraft Association (EAA) RV & Canard Fly-in Hosted by EAA Chapter 106. Event includes static displays, all-you-can-eat breakfast (\$5) & lunch (\$7) or both (\$10), and seminars (classes on aircraft ditching techniques, RV builder/owner Q&A, basic RV building w/hands on metal workshop, aircraft engine balancing, and flight medicals - what to know before you fill out the form). Event contacts: EAA106.flyin@gmail.com and www.eaa106.org
July 10 Rain date (July 11)	Minute Man Air Field/Stow (6am - 3pm)	Open House Celebrating 41 years of service to the greater Stow-Boxborough Economy - Community Environment! Event includes: hot air balloon launch (6am), coffee & pastries (9 am - 11am), free airplane rides for children donated by Experimental Aircraft Association (EAA) Chapter 196 (9am - 12pm), BBQ (11 am - 3pm), ribbon & cake cutting ceremony (1pm), and door prizes. Event contacts: Don McPherson (978.897.3933) or ops@minutemanairfield.com
July 19-23 Aug. 9 -13	Northampton Airport (10am - 3pm)	Camp IWannaFly (Beginner Camp) & Camp IGottaFly (Intermediate/Advanced Camp) Two programs are offered for the beginner and more advanced airplane/piloting enthusiast. For more information visit www.northamptonairport.com/flying-programs/flight-camp.html or call (413.584.7980).
Aug. 7	Hanscom Field (9am - 3pm)	3rd Annual Car Show Sponsored by the National Aviation Academy. Over 100 cars, DJ, food and drinks. Event contact: carshow@naa.edu
Sep. 5 Rain date (Sep. 6)	Plymouth Municipal Airport (10am - 4pm)	Plymouth Air Fair The Plymouth Aero Club is sponsoring the event, which will include an aerobatic air show, fly bys, a helicopter golf ball drop, plane and helicopter rides, aircraft static displays, vintage cars, exhibitors, raffle, children's activities, and food vendors. Admission is free but donations welcomed. All proceeds to benefit aviation scholarship funds and local charities. Event contacts: Brendan at Alpha One (508.747.1494) or Jeannie Plymouth Airport Operations (508.746.2020).

The photo to the right depicts the recently completed apron reconstruction project at Northampton Airport (Northampton Aerodrome, Inc.).

The Northampton Airport is a privately owned, public use airport located in Northampton, Massachusetts. The airport was opened as a commercial airport on April 1, 1929 and has been in continuous operation since its inception. The airport has been under new ownership since August, 2004.

Great looking apron!!!!!!



Commonwealth of Massachusetts

Publication Deadlines

Send suggestions for stories to the editor:

katie.servis@state.ma.us

July 1 - July 31: Send possible article ideas
August 2: Final submission of articles
August 19: Newsletter distribution



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Massachusetts Department of Transportation
Aeronautics Division

Logan Office Center
One Harborside Drive
Suite 205N
East Boston, MA 02128
617-412-3680

www.mass.gov/massdot/aeronautics

Send suggestions for stories or comments to the editor: katie.servis@state.ma.us or 617-412-3690

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